

The Morris Gazette

The Official Newsletter of the British Motoring Club – New Orleans, Inc.

September 1999

Published Monthly

BMC-NO is affiliated with:

North American MGB Register (NAMGBR)

and

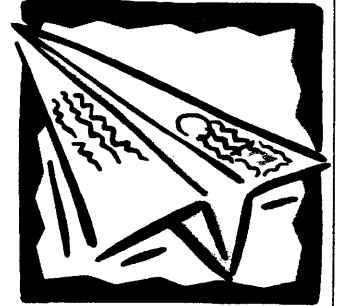
Vintage Triumph Register (VTR)

If you are member of these or any other national register or club, please let us know.

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President's Message



October is going to be a busy month. The South Alabama British Car Club is hosting the 9th annual British Car Festival on October 1st and 2nd and it's going to be back in Fairhope. What a great town and scenic location for this event. Come on, let's go visit our Brother Brits on the Bay! If you haven't made your reservations yet, better call The Key West Inn or The Barons before you miss out. Of course, there's always The Grand.

The Jaguar Club is hosting their 10th annual Concours de Elegance at Houmas House Plantation on Sunday, October 3rd from 10am to 3:00pm. Concours judging for the Jags and popular judging for the other British Marques. Better hurry home from Fairhope if you want to make this one.

On the Gulf Coast (Biloxi, Bay St. Louis, Gulfport and Longbeach) the 4th annual Cruisin' the Coast will run from October 7th through October 10th. All cars are eligible. If you love old cars, this is the place to go see hundreds of them.

For those of us who have never been before, on October 15th and 16th, The English Motoring Club is having its 2nd annual "Brits on the Bluff" British Car Show and Competition in Natchez, Mississippi. Concours judging for this event. We were invited to participate when we went to the Pensacola Show. Lets get behind our neighboring club.

Remember the Funkhana this Sunday, Sept 26. Dave Hayden has 25 dash plaques so let's not disappoint Dave again with a poor showing.

Also, North Shore members – please note the departure time correction from last month's newsletter. **The North Shore convoy to the Funkhana will leave at 12:30 from the Piggly-Wiggly at Beau Chene (not 1:30).**

If you're not too tired from all of that driving, make sure that you don't miss the October 26th General Membership meeting. That's when you will elect the new club officers for the new millennium. Don't miss it--FOR THE GOOD OF THE CLUB.

Bill Breithoff

October 1999

Sun Mon Tue Wed Thu Fri Sat

		Sept 28 General Meeting		Sept 29 Memphis Show->	1 Memphis->	2 SABCC Show
3 Jag Show	4	5	6	7 Cruising ->	8 The Coast ->	9 Biloxi ->
10 -> Cruising Coast	11	12 Board Frazer Rice	13	14	15	16 Natchez / Boomtown Shows
17	18	19	20	21	22	23
24	25	26 General Meeting	27	28	29	30
31						

Tue Sept 28 – GENERAL MEETING – New Orleans Hamburger & Seafood, 817 Veterans Memorial Blvd (between West End Blvd & Bonnabel.) 7:30 p.m. **Officer's Nominations** for 2000.

Sat October 2 – SABCC Car Show in Fairhope AL. (Mobile) Registration 9 a.m. – noon, Awards 3 p.m. Details and registration form available at <http://www.geocities.com/motorcity/track/1492>
S.Shore Convoy leaves Plaza (Read & I-10) 6:30 a.m. Rendezvous with **N.Shore** at **Waffle House, I-10 Exit 13 in MS at 7:00** for breakfast, **leave Waffle House 7:30 a.m.**

Sun Oct 3 – Jaguar Club Show, Houmas House. Registration 10 a.m. to 12:30, Awards at 4:00

Thur-Sun Oct 7-10 – “Cruisin’ the Coast“, Bay St. Louise to D’Iberville. Call 1-888-808-1188, check their web site <http://www.cruisinthe coast.com> or call Harold O’Reilly for more information.

Tues Oct 12 – Board Meeting – Frazer Rice, 244 Central Ave, Jefferson, 736-0452

Fri-Sat Oct 15-16 – “Brits on the Bluff” car show, English Motoring Club, in conjunction with Hot-Air Balloon Festival and Fall Pilgrimage tour of antebellum mansions in Natchez, MS
For information call Terry Trovato (601) 442-8684. (Cathy Greensfelder has Entry Forms.)

Sat Oct 16 – Boomtown Casino classic car show, open to all pre-1975 cars.

Tue Oct 26 – GENERAL MEETING – New Orleans Hamburger & Seafood, 817 Veterans 7:30 p.m.
Election of Officers for 2000.

Minutes of August Meeting

Club president Bill Breithoff called the meeting to order at 7:35 p.m.. Guests present included Alan Bradley who owns a 1970 MGB and Richie Cunningham and Don Pritchard from the SABCC club who drove in from Mobile to invite us to their car show. New member Jim Elston, who joined a few months ago, is looking for a new Jaguar.



Bill reported on the Tap Room dinner and un-show (see president's letter last month). He reviewed the "winners" list and the recipients stood and took a bow. Bill pointed out that this year the coveted "Exxon Valdez" award was **not** presented. The only car showing an appreciable oil leak was Mike Anderson's TR3, which won the grand prize "Goodwill" trophy. Mike informed us that he has inscribed his name on the trophy (in permanent marker) as the first recipient. Charlie Ake reported that while the fire department was standing by, their services were not needed this year. (Last year the restaurant caught fire later in the night after our event!) Ann Friloux brought her "Rust & Dent" certificate to show everyone and extended the club's thanks to Cathy Greensfelder for preparing the award certificates with her computer.

Chris Mayer of the Blood Center was present to encourage us to participate in the "Race for Life" car show and blood drive on Sept 4. He explained that the event is held on the Labor Day holiday weekend because that is a time of high demand for blood due to increased auto accidents. It is simultaneously a time of low donation because the groups that typically donate don't come on the holiday. The Blood Center is offering to pay half the cost of dinner at the next meeting for the club that has the most donors. Roger Gibson, a 6 gallon donor, pointed out that blood is very expensive and usually **not** covered by medical insurance. He began donating 29 years ago when he found out that his pregnant wife and the baby had Rh-incompatible blood types and the baby might need total blood replacement at birth. He has been donating ever since. Save a life - donate blood.

Club Webmaster Keith Vezina reported that he has registered the club's web site at a redirector site (a free service) until we can get an official site-name registered (which costs money!). The old number is still our official address, so there is no need to change your bookmarks, but you can now type (and tell people) <http://go.to/BMCNO.ORG> to get to the club web site. (Check out the photos!)

Everyone was encouraged to participate in the Mardi Gras T's annual cruise to Baton Rouge.

The 3rd annual Hayden Funkhana will be returning to its original site at the Tanger Outlet mall in Gonzales. Bill reported that this year, his wife Sally will drive and he will be the "nagivator".

Richie Cunningham invited us all to come to the South Alabama British Car Club (SABCC) show Saturday Oct 2 and handed out registration forms. The featured car this year is the rubber bumper MGB. There will be a Friday evening reception. The show has returned to their old Fairhope Beach site, which is a beautiful place right on the bay with lots of shade. There will be valve cover racing in addition to the show, which will be all popular judging. They are hoping for better weather than last year when a hurricane made landfall in Mobile just days before their show! Mobile's Bay Fest music festival is the same weekend, so he encouraged everyone planning to stay overnight to get hotel reservations early.

The Jaguar concours show at Houmas house has been moved to October 3, the day after the SABCC show. Floyd Friloux, an officer of the Jaguar club, said they were sorry about the conflict with the Mobile show, but they were forced to move their show to not conflict with another Jaguar concours show.

Applications for the "Brits on the Bluff" show in Natchez MS were passed out. The show, sponsored by the

(Continued on page 4)

Club Officers

President: Bill Breithoff
 Vice President Cliff Hughes
 Treasurer Harold O'Reilly
 Secty/Editor Cathy Greensfelder



Charles Ake
 Richard Denneau
 Frazer Rice
 Anne Friloux

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August Minutes

(Continued from page 3)

English Motoring Club of Jackson, will be October 15 & 16 in conjunction with the Great Mississippi River Balloon Race / Hot Air Balloon Festival and Fall Pilgrimage tour of antebellum mansions.

The Montgomery show will be Saturday Sept 25th and will be featuring a tour of two fabulous private car collections, free to all show participants. These collections are **private** collections, not open to the public. One of the collections features a Duesenburg. (Ever heard the expression "it's a doozy"?)

Roger Gibson spent two weeks in England this summer and reported that on his first night in London, he saw an MGF-V8 parked on the street. When Roger explained to the owner that Roger was a British car fan, the man graciously opened the boot and bonnet and allowed Roger to examine the car. The car is priced around \$34,000 and will not be marketed in the USA. (It does not meet safety or emission standards.) Roger remarked that English drivers were very polite – no "sign language"!

Roger had wanted very much to visit the old MG factory. He found the town on the map on the way to somewhere else he and his wife wanted to visit, and they drove in to look for the home of the MG. They stopped at a real estate office for directions, only to find out that they where in Abington, and the MGs had been built in Abingdon, on the other side of the country! So Roger will have to try again next time, with the proper spelling!

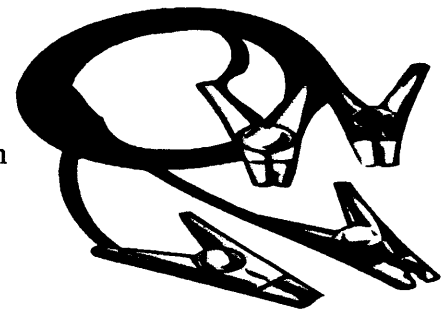
Jimmy Bruno "cleaned house" and brought all his old MG magazines (several boxes!) to the meeting to give away. Many members went home with new reading material.

Karl Keiger reported on the SCCA Charity autocross that was held on Sept 5th to benefit the Navy/Marine Relief Fund. It was the final SCCA event at Belle Chase for the year before the old runways are closed for hunting season. Keith Vezina placed 2nd out of 15 in the novice class driving his Nissan Maxima.

Richard Denneau won \$29.50 in the 50/50 drawing, and Randy Randolph and Jimmy Bruno both won BP T-shirts. The meeting was adjourned at 8:25

A Starter Problem by Dave Dupre

After reading A Puzzling Problem by Jim Jones in the August newsletter, I decided to sit down and submit this article. I experienced a starter problem with my '67 TR4A. About this time last year, while road testing my newly repaired transmission I stalled the engine at a stop sign. When I tried to start her up nothing happened, so I used the old standby method of push starting. I made it back home okay being careful not to stall the engine again.



After arriving home, I proceeded to diagnosis the starter system problem. I knew that the battery was in good shape, so I checked the voltage on the starter side of the solenoid. I found about 4 volts with the key turned to start position. By disconnecting the cable from the solenoid to starter, I was able to get 12 volts on the output of the solenoid. This led me to the starter.

With my ohm meter I measured the resistance from the 12 volt input post on the starter and the engine block. I found it to be a short circuit. I knew it should be a little higher. After removing the starter from the car and the two long screws that hold the starter together, I could make the short circuit go and come. After disassembling the starter, I found the field windings (which looks similar to flattened ¼ copper tubing) insulated from each other and the starter housing with a cloth looking tape. The short circuit was the result of cracked and missing insulation in some places. I removed the field winding from the housing and proceeded to remove the old insulation by separating the windings. I insulated the windings with some high voltage, high temperature sealing tape. I reassembled the starter and tested it before mounting it back in the car. I measured about 1.5 ohms on the repaired starter.

Reinstalled it back in the TR4A and we are on the road again.

Isn't working on British cars FUN!!

Errata Cathy Greensfelder

To the North Shore folks: My sincere apologies. There was a major error in last month's calendar. The start time for the North Shore convoy to the Funkhana was erroneously listed as 1:30. The correct time was 12:30. The member's at large will try to call everyone and give them the correct time. I hope this doesn't cause anyone to arrive late and miss any of this great event.

Also, last month's newsletter listed an article "Tech Tip – Fuel Float" by Bill Breithoff in the table of contents that did not appear in the newsletter. The Tech Tip was in place, ready to print, before Richard Wolf's great pictures from the Tap Room Un-Show were received late the evening after the event. (Richard has a new digital camera – watch for more pictures!) Bill's article got bumped to make room for the "Faux TR6" photo but in the rush to get the newsletter out, I forgot to update the table of contents. Sorry 'bout that.

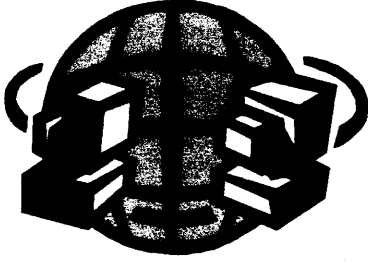


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Club Web Site Updated by Keith Vezina

As some of you web junkies may have noticed, the BMCNO web site (<http://208.22.201.17> or <http://go.to/bmcno.org>) has gotten a facelift. I redesigned it with the intention of making it easier to use and with a better layout for those who have small, low-resolution monitors. If you guys that are running at 640 x 480 have any problems with the layout, let me know. I'll fix it ASAP.

One new feature of the web site is the addition of a forum. For the uninitiated, this is a place where you can post messages for everyone to read. Unlike a chat room (which I personally dislike), the messages are retained for some time so you read or post messages and replies at your leisure. If you have been having a nagging little problem that you would like to get others input on, found a neat trick for fixing or maintaining our car, or want to find out who's going to the next event, then drop into the forum and leave a post.

Another nice feature of the forum is that it is open to anyone on the World Wide Web. Hopefully, as the word gets out, we will see messages from our oil-dripping comrades from all around the world. Drop in today, you'll be glad you did.

VTR Publication Changes by Harold O'Reilly

The Vintage Triumph Register is increasing the number of publications sent to its members. This change is being made so that members can receive current information on a timely basis in The English Channel, while at the same time continuing to receive the award winning quarterly publication, The Vintage Triumph magazine.

The first issue of the new English Channel will arrive in VTR members' mailboxes the first week of November. Then starting in January of the new millennium, the publication will come out the first week of every other month.

The English Channel will, as in the past, include a calendar of Triumph and British car events around the United States and in Canada. It will also include classified advertising from VTR members and ads from the various Triumph club newsletter around the country.

But it will be more than just a listing of events and classified advertising. It will include articles of interest to Triumph fans such as recaps of local and regional events, profiles of various Triumph clubs and individual Triumph happening at local Triumph clubs . . . and even a "Guinness Beer" Book of Triumph Records. Paid advertising, which has up to now appeared in The Vintage Triumph magazine, will be transferred to The English Channel, with the plan that the publication will become self-supporting in a short period of time.

If you are not a member of The Vintage Triumph Register, now is the time to sign up. VTR is the only national club that includes all makes and models of Triumph automobiles. Annual dues are only \$25 per year and you will start getting the every other month issues of The English Channel and the quarterly The Vintage Triumph magazine. You also get member discounts on regalia and pay the VTR member price for attending the VTR National Convention, which will be in Portland, Oregon in July of 2000. See Harold O'Reilly for a membership application. Do it today. If you love Triumphs, you won't regret it!

(BMC-NO is affiliated with VTR – we need a certain number of members to join the VTR to maintain that affiliation. If you join, or already are a member, let us know. Editor)



Tech Tip – Full Tank Float from Ford Can Save You Money

by Bill Breithoff



For many years the fuel gauge in my Triumph TR8 was not working. Luckily, Jeff Olive from the Panhandle Club told me about a brass float that could be purchased from your local Ford Dealer for about four dollars - what a lifesaver! So being the procrastinator that I am, about five years later, I rushed down to the Ford Dealer to buy part #COAZ-9209-B. This new brass float is the exact same weight as the plastic original equipment one; the only difference is the brass float is 1/4 inch shorter in length - no problem!

To begin the installation, one must remove the fuel from the tank. Whether you run the car until it is almost empty, siphon the tank with a hose, or use the electric fuel pump to remove the gas there will usually be a little bit of gas left in the tank. You will find it helpful to lift the car from the side that is closer to the tank sending unit. This will cause the remaining fuel in the tank to flow to the other side of the tank and away from the unit that you are about to remove.

Make sure that the battery is disconnected before you begin to remove the wires from the sending unit. Loosen the retaining ring and remove the unit from the tank. You will probably find that your float is full of gas. Unsnap the old float and snap in the new one - what could be easier?! If your gasket is good, then you can probably reuse it, but it is better to be safe and use a new one. Replace the unit, tighten the retaining ring, attach the wires, reconnect the battery and put some gas in the tank.

What a treat to be able to know how much gas is in the tank - I should have done this years ago!!!!

New Members

by Anne Frloux



We first met **Jim Andres** at the Catfish Charlie's run in June with Phil Colwart. At that time we learned about his white, 1966 TR4A which he has owned for 15 years. He tries to drive it two to three times a week saying that "it runs great, but needs to be restored". We all know that feeling! He lives in Hammond with his wife Martha and their daughter. At present he is an RV wholesaler working out of his home, but was a gemologist before that. Jim believes that because he has been able to work successfully on his TR4A, it has given him the confidence to work on home projects he might not have tackled before. He joined the club in August and would like to participate in rallies and get ideas for his car's impending restoration.

Arthur Middleton lives in Covington with his wife Sidonie. He also works in Covington as an architect. Arthur owns a BRG 1979 MGB and learned about the club from Richard Wolf. He has a very busy schedule that precludes phone interviews.

Lastly, we'd like to welcome back **Tom Halbert**, a corresponding member living in Baton Rouge. He owns a 1959 MGA 1600 Roadster and after "6 years of sporadic work", has got it back on the road. He is looking forward to getting the newsletter again and participating in some events.

THE LAST SUMMER PARTY by Jim Jones

After 23 years, Tom Twist's Annual University Motors Summer Parties are over. There will no more annual parties hosted by University Motors in Grand Rapids, Michigan, although many local clubs have expressed a desire to sponsor some sort of gathering each year, not to replace the event, but to help fill to the very big event gap left for British car owners.



The featured British car was the MGC. Keith Sanders, a member of the Panhandle club, having just taken over the AMGCR (American MGC Register) from Tom Boscarino naturally wanted to attend the event. He asked me if I would like to go with him and act as his navigator for the trip. Of course, I accepted his invitation.

We left Keith's home in Pace, Florida in his GMC van transporting his 1968 dark green automatic MGC-GT. You may have seen this car at our 1999 Car Day this past March. I drove the car before and during the event. It took me a while to get used to not shifting while driving a British car. My left foot and right arm always wanted to do something. The trip to Grand Rapids, Michigan was uneventful and that is the way I like it.

Once on the grounds of the Hilton host hotel on Thursday, it became apparent that it was going to be much more than just a one day affair. At least half of the hotel's parking area was filled with MGs of all years and models. Most of their owners were out in the lot talking about each other's cars. The local "Old Speckled Hen" club had an area set up. These guys & gals would even give you a free beer from one of the twenty some odd coolers they had on hand if just you talked to them for a while! Many vendors were on site.

By Friday noon, the parking lot of the Hilton was filled with nothing but MGs and their owners. There was an auction of some length held in one of the hotels meeting rooms. I won the bid on a "BP" (British Petroleum) porcelain sign (repo). The goings on lasted until late into the night.

Saturday, we set out to the car show site in Keith's MGC-GT. Along the way, the engine stopped running! The problem proved to be a distributor rotor that had cracked into two pieces. I looked around and found a key ring that proved to be the right size to fit around the bottom portion of the rotor and used a thick rubber band to hold it in place. It worked! Well, at least until we were able to come across a MGC owner who had a rotor which was of the proper size to fit the six cylinder distributor without damaging the carbon button in the distributor cap. It was not a rotor for a MGC, but it worked.

We made it to the park and there were MGs numbering in the hundreds on hand. The total number turned out to be 600 MGs. Of that number, 59 were MGCs. Most were MGBs, but there were also a lot of "T" models. Others on hand included MG Midgets, MG 1100's, and some saloons that I had never seen before.

I purchased some used parts from the vendors for use on the single carburetor (Rear MGB S.U. HS4) setup that I will be using on the 1275cc engine for my Morris Minor Tourer.

It was a heck of an experience and I had a lot of fun. I spoke to Tom Twist the owner of University Motors many times. I met the Morris Minor Register guy, Tony Burgess. The total mileage for the round trip from Pensacola was 2,000 miles. I am one tired, but happy guy.

You know you've owned a British car too long when

Your spouse says "Honey, I really have a problem with having more cars that don't run than do!" and you reply "Do you think counseling would help?" (Actual conversation between a BMCNO member and spouse!)



For Sale

TR6 – '74. Stored since '85. Original owner 74,000 miles; good condition, no rust, needs some mechanical work after long storage. Sapphire blue. \$4,500 B.J. Druse 456-0161 (Metairie). (9/99)

MG Midget – '73, Viper Blue w/Black Hardtop. 1275 cc Engine w/Kent Cam and Weber Carb. Many extra parts including spare head & transmission. Call Frank @ Home 758-1383 or Work 758-1753 (Luling/Boutte Area). (9/99)

MG Midget – '76. Real nice condition. \$3,500 Joy (504) 278-7457 (9/99)

MGB-GT – '68 "**Parts**" car. Motor excellent, all chrome parts in excellent condition, interior perfect, body rusted, all other parts good to excellent, 5 spoked knock off tires & hub assemblies, original jack in original jacket. Nancy (317) 898-6345 or email to burhon@juno.com (8/99)

MGB PARTS- Very good original aluminum hood for MGB \$100. Tubular exhaust header \$50. Complete A/C system \$50. Two D-style headrest \$5 ea. SU HIF complete setup: 2 carbs, linkage, intake and exhaust manifolds \$75. 18V head \$100. 18V block \$50. Luggage rack \$15 Jimmy Bruno 885-6849, jjbruno@msn.com (9/99)

PARTS – MGA, MGB, & Austin-Healey parts. "Too much to list! Please E-mail list of wants to Peter Brauen at B.M.C. Restorations pbrauen@telepak.net (8/99)

PARTS – Mallory dual point distributor for big Healey, new. \$150. John Roper, (504)893-2413 (8/99)

PARTS – Door panel and kick panel set for big Healey, NOS, by AMCO, red, could be sprayed any color. Improve your interior for cheap. \$65. John Roper, (504) 893-2413. (8/99)

WANTED – Rebuildable dual master cylinder from an MGA or Early Sprite / Midget. Contact Rodger Talley @ (504) 431-8053. (9/99)

Newsletter submissions

Electronic submissions are greatly preferred.

Email to cgreensfelder@compuserve.com

or bring a diskette to the meeting.

(Word 97 or plain text preferred.)

Bring written articles to the meetings, or mail to

P.O. Box 73213 Metairie LA 70033

or fax to (504) 392-9484

Letter FROM the Editor by Cathy Greensfelder

To everyone who has contributed articles, **THANK YOU** and keep up the good work!! If we ever have to rely on my writing to fill this newsletter, it will be a slim publication. The only thing that keeps interesting things to read in these pages is interesting things submitted by you, the members. And please don't feel you have to write anything long – Dave's article A Starter Problem is around 300 words, Jim's Last Summer Party article is a little over 600, the web site update is just 216 words, and the "You know..." (which by the way was submitted by the member's spouse!) is only 27 words!

Membership Info

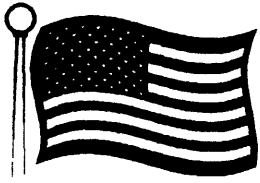
Club membership is open to anyone who owns or has owned, drives or is interested in British motor vehicles.

Annual Dues: \$30 first year / \$25 subsequent years.

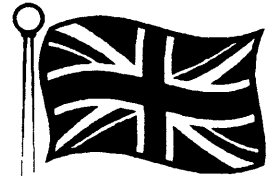
\$15 corresponding membership is available to persons living outside the Greater New Orleans area.

New members receive a club T-shirt, window decal and name tag. All members receive the monthly club newsletter. Your membership expiration date is printed on your newsletter mailing label. Please pay your dues promptly to avoid missing any issues of the newsletter.





Sept 1999



Oct 2 – SABCC Show
Oct 26 – General Meeting & Elections

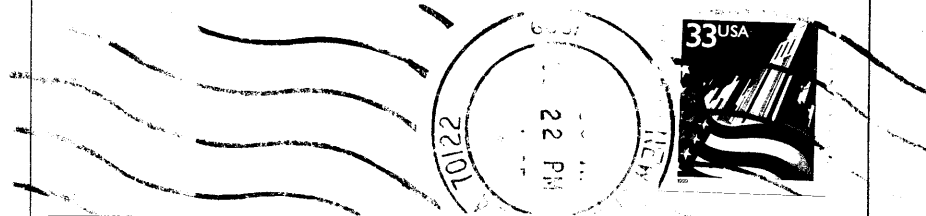
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